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[redacted] 2880-63
 Copy 4 of 4
 3 July 1963

MEMORANDUM FOR THE RECORD

SUBJECT : Visit to SAC Headquarters Omaha, Nebraska

1. During the period 5-6 June 1963 a series of meetings were held at SAC Headquarters concerning OXCART communications requirements. Those attending the meetings were as follows:



Commo/OSA
 Commo/OSA
 Chief AB/OPS/OSA
 AB/OPS/OSA
 Office of DDR
 OPS/OSA
 SAC (EMAT)
 SAC (DOCR)
 SAC (Weather Central)
 SAC (COMM)
 WECEN COMMO REP.

Col. W. H. Meibohm
 Lt. Col. D. C. Emrich
 Lt. Col. Allen
 Capt. Shaeffer
 Mr. Presley Powell

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2. On the morning of 5 June a conference was held with Col. Allen

of Weather Central. [redacted]

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[redacted] were present. Col. Allen was given a brief run-down by Major [redacted] concerning the long range plans for the EDP net. Col. Allen gave the group a run-down on the degree of automation employed in processing a weather map and the treatment of the final product by manual inputs. At the present time it appears that manual handling requirements may make it necessary to continue transmission of the weather maps by facsimile and not by electronically processed data for the EAI dataplotter, as originally envisioned. In the afternoon of 5 June Col. Allen gave [redacted]

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25X1A [redacted] a detailed run-down of the EDP techniques employed at the weather central.

3. The following points of Commo interest came out of the meeting with Col. Allen on 5 June:

25X1A A. Facsimile will be required at Headquarters and at [redacted].
 B. Weather Central expects to introduce a "facsimulator" (in connection with EDP) at a later date. Outputs will continue to be handled on facsimile equipment at Headquarters and at [redacted]

25X1A C. EDP Circuits will be required between Weather Central and STC.
 D. Weather Central has a serious space problem which is programmed for partial relief in 1965 with the assignment of an additional 4000 square feet of space.

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25X1A 4. In the afternoon of 5 June Messrs [redacted] held a preliminary conference with Lt. Col. D. C. Emrich and Capt. Shaeffer concerning SSB and ARC-50 problems. Arrangements were made to meet at 0900 Wednesday morning in Lt. Col. Emrich's office.

25X1A 5. On Wednesday 6 June 1963 a meeting was held in Lt. Col. Emrich's office with Col. Meibohm, Capt. Shaeffer, [redacted], Lt. Col. Emrich, [redacted]

25X1A [redacted] and Mr. Presley Powell present. [redacted] and [redacted] 25X1A Capt. Shaeffer discussed SSB problems. [redacted] and Lt. Col. Emrich 25X1A discussed KC-135 support operations. Col. Meibohm and [redacted] 25X1A discussed ARC-50 installation problems. The following observations came out of the meetings:

25X1A A. SSB problems: [redacted] was given a briefing and a demonstration of the SAC SBB Network. (Additional details 25X1A on SSB will be furnished by [redacted].

B. ARC-50 problems: Col. Meibohm stated that no authority had come from Headquarters for laying on the installations of the ARC-50 in the KC-135's. A sort of verbal basis has been used, but some difficulties are being encountered.

C. During the discussions with Col. Meibohm and Lt. Col. Emrich the following items were touched upon:

1.) SAC has no ARC-50 maintenance capability at present and would have to be supported by Tech. Reps. Blue suit training by Magnavox is required for follow on maintenance.

2.) Physical security on the SAC flight line may not be as much of a problem as first envisioned. All aircraft are apparently guarded on a continuous basis. When aircraft are assigned to duty of a non-project nature, the sensitive elements of the ARC-50 will be removed. The equipment will still be capable of operating in the narrow band mode. (The ARC-50 takes the place of the second ARC-34. Under normal operations, the pilot should not recognize the difference.)

3.) Policy matters concerning the installations were discussed at some length. A few suggestions were drawn up in a rough draft for disposition by Lt. Col. Emrich. No information is available at present as to what action may have been taken by Lt. Col. Emrich or Col. Powell.

D. The problem of handling ground stations at forward basis was discussed. The prospect of using a complete fly away kit as a ground station (instead of the AN/GRC-115 ground installation) appeared desirable. Additional details regarding SAC's responsibility for maintenance are required in order to complete forward base planning.

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6. Col. Meibohm stated that as of August 1 all activity concerning tanker installations, tests, etc., shall have been transferred to Beale AFB. Changes were underway at Castle AFB on five tankers. Lockheed SB-251 and kits for antenna installation had been shipped from Check to Castle. No SB-252 kits had been received to date. Five crews at Castle and two at Beale have been cleared. Additional crews at Beale are being cleared. The Division Comdr. and Squadron Comdr. at Beale have also been cleared.

7. The problem of coordinating an SOP with tanker pilots was also touched upon. The need for closely coordinating all operational and security requirements was recognized.

8. The writer expects to follow through with AFIGO-S the topics discussed during the trip.

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